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STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION

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Illinois Commerce Commission  
RAIL SAFETY SECTION

CITY OF SPRINGFIELD, ILLINOIS,  
a municipal corporation,

Petitioner,

v.

ILLINOIS CENTRAL RAILROAD COMPANY, STATE OF  
ILLINOIS DEPARTMENT OF TRANSPORTATION,  
DIVISION OF HIGHWAYS, NORFOLK SOUTHERN  
RAILWAY COMPANY,

Respondents.

PETITION FOR AN ORDER OF THE ILLINOIS COMMERCE  
COMMISSION PURSUANT TO 18c-7401 OF THE ILLINOIS  
COMMERCIAL TRANSPORTATION LAW DIRECTING THE  
CLOSING OF THE YALE BOULEVARD GRADE CROSSING  
WITH THE TRACK OF THE ILLINOIS CENTRAL RAILROAD  
COMPANY, AND DIRECTING THE OPENING OF A GRADE  
CROSSING AT THE LOCATION OF 10<sup>TH</sup> STREET WITH  
THE TRACK OF THE ILLINOIS CENTRAL RAILROAD  
COMPANY ALL IN THE CITY OF SPRINGFIELD, ILLINOIS

No. T05-0034

TRANSPORTATION DIV.

2005 AUG 29 P 3:09

ILLINOIS COMMERCE  
COMMISSION

**Prepared Verified Testimony of Timothy J. Sheehan,  
City Engineer for the City of Springfield, Illinois  
Presented in Support of the Verified Complaint Filed in the Above Cause**

- 
- 1 Q: Would you please state your name?
- 2 A: Timothy J. Sheehan.
- 3 Q: What is your current employment?
- 4 A: I am the City Engineer for the City of Springfield, Illinois.
- 5 Q: What is your education?
- 6 A: I hold a high school diploma. In addition, I received a Bachelor of Science degree
- 7 in Civil Engineering from the University of Illinois in Champaign-Urbana in 1979. I am

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8 a licensed professional engineer with the State of Illinois.

9 Q: What is your work experience?

10 A: I worked for 4 years with the Illinois Department of Transportation as a  
11 construction engineer. I worked for 12 years with Rapps Engineering as a project  
12 engineer. I worked 8 years as President of Sheehan Engineering, Inc. I am currently  
13 employed as the City Engineer for the City of Springfield, Illinois, and have been for 2  
14 years.

15 Q: When were you hired by the City of Springfield, Illinois?

16 A: I was hired in 2003 as the City Engineer.

17 Q: As City Engineer, what are your duties and responsibilities?

18 A: I am in charge of planning, construction and the on-going maintenance of many of  
19 the major public infrastructures located in Springfield, Illinois, such as roads, streets,  
20 sewers, drainage, storm water management, traffic signals, curbs and gutters, and  
21 sidewalks.

22 Q: Are you familiar with the proposal to construct a new grade crossing at 10<sup>th</sup> Street  
23 and Stanford Avenue and to close the existing grade crossing at Yale Boulevard and  
24 Stanford Avenue?

25 A: Yes.

26 Q: How did you become familiar with these proposals?

27 A: Through my work with redevelopment in the Park South Tax Increment  
28 Financing District (the "Park South TIF"). A developer in the Park South TIF has  
29 submitted plans for these proposals to facilitate the redevelopment of the area.

30 Q: Are 10<sup>th</sup> Street, Yale Boulevard and Stanford Avenue all public streets within the

31 jurisdiction of the City of Springfield, Illinois?

32 A: Yes.

33 Q: What is the City's intention for this street network in relation to crossing the  
34 Norfolk Southern Railway line?

35 A: The City would like to connect the Park South TIF to Stanford to the north. The  
36 Park South TIF is already connected to Stevenson Drive on the south, 6<sup>th</sup> Street on the  
37 west and 11<sup>th</sup> Street on the east.

38 Q: Why is it necessary to configure the street network in this manner?

39 A: It will provide a safer means of access to and from the northernmost parts of the  
40 Park South TIF.

41 Q: Is the existing Yale Boulevard crossing located within the City of Springfield  
42 corporate limits?

43 A: Yes.

44 Q: Is the existing crossing at Yale Boulevard signalized?

45 A: No.

46 Q: Is the proposed crossing at 10<sup>th</sup> Street within the City of Springfield corporate  
47 limits?

48 A: Yes.

49 Q: Will the proposed crossing at 10<sup>th</sup> Street be signalized?

50 A: Yes.

51 Q: What type of roadway will be constructed to serve the proposed crossing at 10<sup>th</sup>  
52 Street?

53 A: The 10<sup>th</sup> Street extension will be a 3 lane, 40 foot wide asphalt pavement situated

54 within at least 60 feet of the right of way. The openness will allow clear visibility of the  
55 crossing, the signals and any train traffic.

56 Q: Will it be an all-weather surface?

57 A: Yes. It will be full-depth asphalt, presumably like all of the roads that are  
58 currently in the Park South TIF.

59 Q: Will the width be sufficient to accommodate existing vehicular traffic plus the  
60 vehicular traffic that will be rerouted there by the closure of the Yale Boulevard crossing?

61 A: Yes. It will be 3 lanes.

62 Q: What type of vehicular traffic will be allowed on 10<sup>th</sup> Street near the new  
63 crossing?

64 A: I predict that the majority of the traffic will be cars from the businesses operating  
65 in the Park South TIF, although some delivery trucks are expected to use it as well.

66 Q: Will the extension of 10<sup>th</sup> Street through the proposed crossing have an adverse  
67 effect on public safety?

68 A: No. It will increase public safety by providing a compatible mix of traffic. It  
69 will also decrease emergency response time for the businesses located on the northern  
70 part of the Park South TIF. The proposed crossing will be a new state of the art  
71 signalized crossing that will presumably be much safer.

72 Q: What is the impact of the closure of the Yale Boulevard crossing and opening of  
73 the 10<sup>th</sup> Street crossing on emergency vehicles?

74 A: Emergency vehicles will have more direct access to the northern lots of the Park  
75 South TIF and the roadway will be much improved and be able to accommodate heavy  
76 loads, such as a fire truck.

77 Q: Are you aware of any accidents near the Yale Boulevard crossing and the  
78 proposed 10<sup>th</sup> Street crossing within the last 5 years?

79 A: I have checked with the Springfield Police Department and there have been no  
80 accident reports filed at either of these two crossings.

81 Q: How will costs of the improvements required to accommodate the crossing be  
82 paid?

83 A: Since the area is in a Tax Increment Financing District, it is anticipated that such  
84 costs will be eligible for reimbursement through the Park South TIF.

85 Q: *In absence of constructing a new crossing at 10<sup>th</sup> Street, how would vehicles*  
86 *access the northern lots of the Park South TIF as shown on Petitioner's Exhibit A?*

87 A: From the proposed 10<sup>th</sup> Street location, vehicles traveling on Stanford have two  
88 options: (1) continue to the east on Stanford, then south on 11<sup>th</sup> Street, west on Knox  
89 Avenue, north on Fiat Avenue and west on Linton Avenue, for an additional ¾ of a mile;  
90 or (2) go west on Stanford, south on 5<sup>th</sup> Street and east on Linton Avenue, also  
91 approximately an additional ¾ of a mile.

92 Q: Other than constructing a new crossing at 10<sup>th</sup> Street, is there any other more  
93 economical means for vehicles to cross the Norfolk Southern railway line in that area?

94 A: No. The only other alternative to provide access to the southern lots would be to  
95 improve existing Yale Boulevard in that location and update the existing crossing with  
96 signals and gates. For safety reasons, I do not recommend using Yale Boulevard for  
97 access to the area, as it is in close proximity to existing buildings. Additional right of  
98 way would need to be acquired to construct the roadway to the proper width, and possibly  
99 the nearby property and buildings might require acquisition and razing. The closure of

100 Yale Boulevard and extension of 10<sup>th</sup> Street is the most efficient and safest way to access  
101 the northern lots of the Park South TIF.

102 Q: Once a new crossing is established at 10<sup>th</sup> Street, what do you expect the crossing  
103 average daily traffic (the "ADT") will be?

104 A: The Federal Bureau of Investigation (the "FBI") is in the process of constructing a  
105 new office on Linton Avenue, of which the occupancy load has been determined as in  
106 excess of 500. An additional 6, rather large, building lots are proposed adjacent to the  
107 10<sup>th</sup> Street crossing, and there are still other lots available for purchase throughout the  
108 Park South TIF. Therefore, I estimate initially that the ADT will increase by  
109 approximately 1,000 vehicles per day from the FBI traffic. Over and above that, any  
110 future development that spurs from the construction of the 10<sup>th</sup> Street crossing and  
111 extension will only add to those numbers.

112 Q: Are there any switch tracks or other operational activities of the railroad that the  
113 new crossing at 10<sup>th</sup> Street would interfere with?

114 A: No. There are not any switch tracks or other railroad equipment in the area. It is  
115 a straight track.

116 Q: Do you anticipate that the new crossing at 10<sup>th</sup> Street will pose any risks to train  
117 crews or motorists beyond those normally associated with a grade crossing?

118 A: No.

119 Q: Does this conclude your prepared direct testimony on behalf of the City of  
120 Springfield?

121 A: Yes.

122 Timothy J. Sheehan

By: Timothy J. Sheehan  
Timothy J. Sheehan

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**CERTIFICATE OF SERVICE**

I certify that on 8/29 2005, I served the foregoing Prepared Verified Testimony of Timothy J. Sheehan, by mailing a copy to the following by depositing a copy of the same in the United States Mail at Springfield, Illinois, at or before 5:00 P.M., via regular first-class mail, postage fully prepaid, in a sealed envelope.

Mr. Victor A. Modeer  
Director, Division of Highways – IDOT  
Attn: Jeff Harpring, Room 205  
2300 S. Dirksen Parkway  
Springfield, IL 62764

Mr. Curtis Tillett  
3201 Old Jacksonville Road  
Springfield, IL 62711

Ms. Ellen J. Schanzle-Haskins  
Chief Counsel  
Illinois Dept. of Transportation  
2300 S. Dirksen Parkway, Room 300  
Springfield, IL 62764

Mr. Neil F. Flynn  
Attorney at Law  
1035 South Second Street  
Springfield, IL 62704



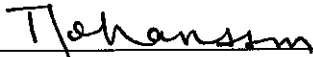
Mr. Michael J. Barron  
Counsel  
Illinois Central Railroad Co.  
17641 S. Ashland Avenue  
Homewood, IL 60430

Mr. Gary Brown  
Attorney at Law  
Sorling Law Offices  
P.O. Box 5131  
Springfield, IL 62705

Mr. Richard E. Boyle  
Gundlach, Lee, Eggman, Royle and Roessler  
5000 W. Main St., Box 23560  
Belleville, IL 62223

Mr. Thomas W. Ambler  
Designated Agent  
Norfolk Southern Railway Company  
Three Commercial Place  
Norfolk, VA 23510-2191

Mr. Rick Ray  
Norfolk Southern Railway Company  
99 Spring St., SW  
Box 123  
Atlanta, GA 30303

  
Tracy Johansson  
Assistant Corporation Counsel

Jenifer L. Johnson, Corporation Counsel  
Tracy Johansson, Assistant Corporation Counsel  
Attorneys for Petitioner  
800 E. Monroe, Room 313  
Springfield, Illinois 62701-1653  
(217)789-2393 phone  
(217)789-2397 fax  
[tjohansson@cwlp.com](mailto:tjohansson@cwlp.com)